SHRI S.S. AHLUWALIA: Sir, those who are interested to speak on the Waterway Bills can speak on it, and those who are interested to speak on the Indian Maritime University Bill, 2008 can speak on that. All the three Bills can be clubbed together. Members can speak on it, and then they can be passed together. ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): See, what Ahluwaliaji said is correct. You have already moved one Bill. You move the other two Bills also so that the Members can speak according to their choice. ...*(Interruptions)*...

SHRI SITARAM YECHURY: Sir, this is the rare occasion where the Opposition is helping the Government. ...*(Interruptions)*...

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): Yes, yes; they are helping....*(Interruptions)*...

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GOVERNMENT BILLS - *contd.*

The National Waterway (Talcher-Dhamra-stretch of Rivers, Geonkhali-Charbatia Stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai river and Mahanadi Delta rivers) Bill, 2008

and

National Waterway (Kakinada-Puducherry stretch of canals and the Kaluvelly tank, Bhadrachalam-Rajahmundry stretch of river Godavari and Wazirabad-Vijaywada stretch of river Krishna) Bill, 2008

and

The Indian Maritime University Bill, 2008

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): Sir, I beg to move:

"That the Bill to provide for the declaration of the Talcher-Dhamra stretch of Brahmani-Kharsua-Dhamra rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dharmra stretch of Matai river and Mahanadi delta rivers between Mangalgadi and Paradip in the States of West Bengal and Orissa to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, as passed by Lok Sabha be taken into consideration."

Sir, I also beg to move:

"That the Bill to provide for the declaration of the Kakinada-Puducherry stretch of canals comprising of Kakinada canal, Eluru Canal, Commamur canal, Buchingham canal and the Kaluvelly tank, Bhadrachalam-Rajahmundry stretch of rivers Godavari and Wazirabad-Vijayawada stretch of river Krishna in the States of Andhra Pradesh and Tamil Nadu and the Union Territory of Puducherry to be a national-waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, as passed by Lok Sabha be taken into consideration."

Sir, I also beg to move:

"That a Bill to establish and incorporate a teaching and affiliating University at the national level to facilitate and promote maritime studies and research and to achieve excellence in areas of marine science and technology, marine environment and other related fields, and to provide for matter connected therewith or incidental thereto as passed by Lok Sabha be taken into consideration."

Sir, India has had a long maritime tradition and is the 20th largest maritime country in the world. The single largest contributing factor to this glorious tradition is the presence of a strong, dedicated, efficient and reliable reservoir of officers and ratings of the Merchant Navy in India. Presently 27,000 officers and 55,000 ratings are employed on Indian and foreign flag vessels. The ever-increasing demand of the Indian seafarers worldwide is a testament of the quality of education and training received in India. However, of late, India has been facing a stiff challenge to her position in this regard from countries like Philippines, China and Bangladesh. Hence, there is a need to further upgrade our training capacity and capabilities so that India stays ahead of the other nations in this sector and is able to meet the projected global shortage of 27,000 officers by the year 2015. There is also a need to augment the share of India in the world maritime manpower fleet from the present level of around 6% to at least 20%. Further, the 29% share of Organisation for Economic Cooperation and Development countries is dwindling rapidly due to lack of interest of their youth in this career and this presents an opportunity that we should exploit to our advantage. With the growth of the maritime sector in the country such as the port, shipping, shipbuilding, inland water transport and offshore exploration sectors the need for development of manpower in new disciplines such as maritime security, maritime law, oceanography, marine insurance, ocean engineering, shipbuilding and other relevant areas has become imperative.

Sir, to meet the requirement of trained manpower in the merchant maritime fleet under the Indian flag as also foreign flag vessels, the Directorate General of Shipping, Department of Shipping imparts pre-sea and post-sea training in engineering and in the nautical discipline through the Lal Bahadur Shastri College of Advanced Maritime Studies and Research Mumbai, Training Ship Chanakya, Navi Mumbai and the Marine Engineering and Research Institute (MERI), Kolkata and Mumbai. For further strengthening the institutional framework for imparting maritime training in India the Government decided to establish a Society, namely, the Indian Institute of Maritime Studies (IIMS) on 6th June, 2002 placing these four Government-run maritime institutions within the domain of this Society. Sir, the Government also set up the National Institute of Port Management now renamed as the National Maritime Academy, Chennai and the Indian Institute of Port Management, Kolkata as registered Societies for capacity building of personnel of port and shipping industry.

In order to encourage private sector participation in maritime training, the Government of India announced liberalised guidelines in 1997 and, as a result, around 125 training institutes have come up in the Government and private sector, which impart both pre-sea and post-sea training. The Directorate General of Shipping, Mumbai, recognises the private institutes.

It has been seen that the present maritime training set up in the country does not ensure uniform standards and is inadequate in terms of its span of academic coverage and thus it cannot cope with the future growth opportunities. Hence, there is a need to strengthen its training infrastructure, including setting up of a university immediately.

The Committee on Maritime Education and Training set up by the Government in 1991, had recommended the establishment of an autonomous body under an Act of Parliament, to be designated as the Indian Maritime University to manage, control, supervise, direct and monitor the maritime training institutions, currently running under the Government control.

An Expert Committee was constituted by this Ministry, which, *inter alia*, included representatives of the University Grants Commission, to look into the feasibility of the formation of an Indian Maritime University by an Act of Parliament under the aegis of this Ministry, which also strongly recommended the formation of Indian Maritime University.

The Expenditure Reforms Commission in its 9th Report had also recommended that the IIMS should be given the status of a deemed University or of an Indian Institute of Technology and should become totally autonomous.

Formation of the IMU will facilitate and promote maritime studies, research and extension work with focus on emerging areas of studies, including marine science and technology, marine environment, socio-economic, legal and other related fields, and also to achieve excellence in these and connected fields. It will promote advanced knowledge by providing institutional and research facilities in such branches of learning as it may deem fit, make provisions for integrated courses in science and other key areas of marine technology and allied disciplines. As we have a sizeable number of private institutions imparting maritime education and training, the University will standardise the quality of such education and training through affiliation and academic supervision.

The Government had introduced the Indian Maritime University Bill, 2007, on 13th March, 2007, in the Lok Sabha. The Bill was referred to the Parliamentary Standing Committee on Transport, Tourism and Culture on 19th March, 2007, for examination and report. The Committee examined the Bill and presented its 132nd Report on IMU Bill, 2007, on 17th April, 2008. The Government has considered the Report of the hon. Committee and has accepted 24 of its recommendations.

One of the recommendations of the Committee is that there must be one Maritime University each in Mumbai, Kolkata, Chennai, Visakhapatnam and Kochi, The Government is of the view that, to begin with, establishment of several Universities, at the same, time would create difficulties. It would require far greater skilled, human and financial resources than are available and would carry the danger of dilution of inputs. It would also deny the investment of learning and experience gained from setting up the first University into subsequent Universities. It would also be administratively premature, as the demand, location and jurisdiction issues would first need to be adequately studied to enable rational investment decisions. Further, much of the spadework for establishing the IMU at Chennai has since been done. Based on the experience gained, the Government will review, at an appropriate stage, the requirement of more Universities and a decision would be taken keeping in

view the enabling factors like availability of land, resources, presence of maritime institutes in the region, etc.

We, therefore, propose to establish the Indian Maritime University in Chennai with campuses in Kolkata, Mumbai and Visakhapatnam by an Act of Parliament.

The existing seven Government and Government-aided maritime training and research institutes, *viz.*, Marine Engineering & Research Institute (MERI), Kolkata, Marine Engineering & Research Institute (MERI), Mumbai, Lal Bahadur Shastri College of Advanced Maritime Studies and Research, Mumbai, T.S. Chanakya, Navi Mumbai, National Maritime Academy (NMA), Chennai, Indian Institute of Port Management (IIPM), Kolkata and the National Ship Design and Research Centre (NSDRC), Visakhapatnam will be merged with the IMU. The employees of the four training institutes under IIMS who will stand transferred to the IMU will have the option to continue on deemed deputation in the IMU on Government terms and conditions and also continue to retain/to be allotted Government residential accommodation on turn and avail of the Central Government Health Scheme facilities, till their retirement. The employees of the NMA, IIPM and NSDRC shall have the option to continue in the IMU on the existing terms and conditions of respective institutes, till their retirement. All the employees shall also have the alternative option to join the IMU as per the service conditions of the University.

With these words, Sir, I now move the Motion that the 'Indian Maritime University Bill, 2008,' as passed by the Lok Sabha be taken up for consideration.

The questions were proposed.

THE VICE-CHAIRMAN (PROF. P. J. KURIEN): Now you move the other two Bills also.

SHRI T. R. BAALU: Sir, I have already moved both the Bills together.

THE VICE-CHAIRMAN (PROF. P.J. KURIEN): If you have moved it, its okay. Hon. Members, those who speak can speak either on one Bill or all the three together.

SHRI BALAVANT *ALIAS* BAL APTE (Maharashtra): Thank you, Sir. There is one serious thing which I must point out to you in the beginning. Sir, this Bill consists of 50 sections and a big Schedule with about 46 statutes which will apply to the university. But all the copies of the Bill available here as passed by Lok Sabha are up to Section 47 and I had to make some special effort to get the next sections and the Schedule. None of the copies here has Sections 48, 49, 50 and the big Schedule. It is not a one page Schedule. It is a Schedule which provides for 46 statutes. I think, somebody will look into this. Sir, the need for such a university was felt long back and I remember an agitation of the ABVP in 1967, about 40 years ago for the establishment of a maritime university in the coastal areas in Konkan. Therefore, the need was felt way back in 1967 and now it is being satisfied and the University that is sought to be established has a very wider compass advisedly. It is to facilitate and promote maritime studies and research and to achieve excellence in areas of marine science and technology, marine environment and other related fields. So, Sir, even though the background tells that it is mainly to cater to the needs of the Merchant Navy, actually, what the university should achieve is of a wider compass and that must be so because it must cater to the needs of knowledge

society in which we are entering. Here higher education occupies a very important place, but unfortunately it is suffering with a great handicap of multiple regulators. Every branch of higher education has a different regulator. Medical sciences have different regulators, law has different regulator, technical education has different regulator and for this, shipping will control. Sir, ordinarily in legislations and in governance we find that finance is omnipresent. Whatever be the Ministry, whatever be the legislation, finance comes in. Now, as I say with the development of knowledged, society, education and Information Technology are becoming important. They are relevant everywhere and therefore; they should not be divided into different departments. It is time that we have a unified, independent, regulatory authority for all the enterprises and branches of education. Otherwise, a fragmented approach will fragment the understanding of education itself. Therefore, please do away with the multiple regulators. Sometimes they don't know what the other regulator is doing. We have been experiencing this in so far as the private professional colleges that are being opened are concerned. The rules that the medical department makes and the rules that the technical department makes don't tally in so far as eligibility is concerned, and in so far as competence is concerned, the student is confused between the two unnecessarily. Sometimes, one hand of the Government does not know what the other hand of the Government is doing. So, a better way of dealing with education, therefore, is to have an independent, autonomous, and separate regulatory authority. For that, Sir, we need a fresh approach. It is already recommended that there should be 50 national universities. In this Bill also, it has been expressly suggested by the Standing Committee that providing for a university in Chennai and then providing for separate campuses at different places will not serve the purpose. The maritime requirements of the country; the merchant navy requirements of the country, and the marine research requirements of the country will be served better by the establishment of five maritime universities in the entire coastal region from Chennai, Mumbai, Kolkatta, Visakhapatnam and Kochi. In fact, the Standing Committee has expressly recommended that instead of having campuses at different places, have different structures which will cater better to the needs of this sector. Therefore, I would reiterate here what the Standing Committee had said, that is, not to proceed with this Bill. The intentions are good and urgency is there. But, establish five universities, maybe, by one legislation or different legislations because they must have a statutory existence. Therefore, I would urge upon the Minister to please go ahead and establish five universities. That is the need. Don't just go away with this, and try to create campuses from nowhere.

Sir, there are two or three things about this Bill. One is the autonomy. The university structure will deliver better if it is autonomous. Here, the autonomy is eroded by the control of the Central Government, as well as, the Director of Shipping. I really don't understand how the Director of Shipping can guide maritime research. How will he control and why should he control it? Therefore, the relevance of Director of Shipping is only for the purpose of controlling the university bureaucratically. Unless you give the University statutory autonomy, the University cannot function efficiently, but, with one apex regulator, that may be possible.

Sir, the Bill provides for a Visitor and it provides for a Chancellor. The Chancellor is a titular head. The Visitor is also a titular head. Then, why do you want two of them? The executive and

academic head of any university is the Vice-Chancellor. Normally, the Chancellor is the titular head. Here we have a two-headed authority. On the one hand, there is the Chancellor, who will preside over some things and on the other hand, there is the Visitor, who will generally control. Sir, this is unnecessary and this should be done away with.

Secondly, Sir, the statutes which are provided here as model statutes, they, again, give the authority to one agency instead of dividing the functions logically, academically and otherwise. Those statutes will not really help the university to function. Sometimes, the universities have standard statutes and bureaucratic authorities do not go ahead to create new statutes. Therefore, there should be some amendment in these also. But, I would, certainly, urge again that it is better to have five different universities in these five sectors; where everywhere there is a background of maritime in existence. There is a long history. The challenges of going into the high seas are better. The challenges of exploration within sea surfaces are also great. Therefore, I would urge upon the Minister that this should be looked at from this point of view. The approach is good, but, I think, it should be a long way when other universities will be established.

DR. E.M. SUDARSANA NATCHIAPPAN (Tamil Nadu): Mr. Vice-Chairman, Sir, I support all the three Bills as all are very important. These are all landmark legislations. We have to congratulate the UPA Government, more specifically, the hon. Minister, Shri T.R. Baalu, who has done a very good work by bringing forward this enactment, the Indian Maritime University Bill, 2008. This University is very much needed in this globalised economy. Here, I would like to quote from Pandit Jawahar Lal Nehru's book, 'the Discovery of India', wherein he says, " The corporation of the 1500, which was apparently a union of traders who were described in Tamil inscription of 1088 A.C. as brave men wanted to wander over many countries ever since the beginning of the Krita Age, penetrating the regions of the six continents by land and water routes and dealing in various articles such as horses, elephants, precious stones, perfumers and drugs, either wholesale, or, in retail." Sir, this clearly shows that how the Indian Maritime trade was run even thousands of years ago. We might be feeling that the East India Company or European companies came over to India and started the maritime trade. But, India, more so, the Southern part of Indian people used to do this even centuries ago. They used to do trading in the Egypt and Mesopotamia areas and they were trading even in Europe and other places. Therefore, this particular profession or trading ought to be encouraged very much when we have become independent. Sir, we have also started many institutions for maritime education in Mumbai and other places. The Lal Bahadur Shastri Institute and other Institutes have been very well developed even though the Government of India provided money for them. The private institutions are also developing. But for the first time, I think, the Government of India has come forward with a proposal to have a University. This University will have many disciplines. Clause 4 clearly says, "to facilitate and promote maritime studies, training, research and extension work with focus on emerging areas of studies like oceanography, maritime history, maritime laws, maritime security, search and rescue, transportation of dangerous cargo, environmental studies and other related fields and also to achieve excellence in these and other matters connected therewith or incidental thereto." Here, Sir, to my right, a famous lawyer, Mr. Singhvi, is there and Goa lawyer, Shri Shantaram Laxman Naik, is also there. Maritime laws are very

much important and they are very much developed, but many of the foreign companies and law firms are catching that business. In India we are having only certain law schools which are developing in this area, if this University focuses on maritime laws, our participation in sea conferences and other things also will be more fruitful. There were many conventions, and we were party to them, but we, have not ratified many of the things. These handicaps can be overcome by concentrating upon these maritime laws, having specific colleges or discipline, or a Department in this University. Sir, since this University has the scope of having many branches all over India, my friend, Mr. Naik, who is from Goa, is very much interested that a branch of this University should also be opened in Goa, Sir, Goa is a place, which is very famous for living with the sea. Both their living and their culture are deeply involved with the sea and its nature. So, it should also have a specific part of the university for a separate Department and also it should have a centre which should focus upon certain excellent areas.

Sir, in this particular Bill, I would like to say that we have got a lot of new global languages in the trade. In the marine areas, especially, we have to do a lot of research also. We have got a lot of flood water, we have got a lot of land, we have got a lot of population and we have also got a lot of skilled people. At the same time, we have got a very good boundary of ocean and sea. Have we utilised it fully? Sir, I feel that we have not utilised even .0001 per cent. We have not utilised the wealth which is now available with us. We have got a huge population. We can easily make them skilful. We can develop that skill for them through this university, through these colleges and centres. More so, through the correspondence course also, there is a possibility of making it a very important area of education. When it happens, the ordinary fishermen can be developed to the level of engineers by this University, When the scope of distant education is also there as one of its parts, we feel that the Government is having a very clear vision to educate the population who are living not only in the coastal areas but also in the inland areas. These people are very much interested in using the advantages which the Mother Nature, that is, the ocean and sea have provided and which are available on the three sides of the Indian border. This area ought to be fully utilised not only for the international trade but also for ocean development. The ocean development is very much needed because there is a huge wealth in the ocean. But we are not utilising it properly. Even in the international waters, the foreign trawlers are coming. They are taking away many fishes. But we don't have that type of scientific knowledge and also our fishermen are not educated to that extent that they can compete with the Europeans and Americans in fishing. Therefore, we have to first start with the fishermen who are totally involved in this industry. They have to be developed in all ways.

Then, Sir, we have a very famous ship building industry in Visakhapatnam and in some other areas like Mumbai, it should be fully developed. For that, we need a lot of engineers for building the vessels. For that also, this University will be very useful. Also, Sir, when we do foreign trade, we need a lot of communication at the international level. We are already rich in English language which is one of the way of communications throughout the world. That can be fully utilised. Once the Organisation of Economic, Cooperation and Development, OECD was dominating the field of

maritime trade. But, now, India is also wakening up and it has to capture that industry. In the same, way, Sir, I would like to say that International Maritime Organisation is coming out with many new proposals. But we are also a party to it. We are participating in the discussions. But we need much more efficient people. By giving a proper training to them in these universities, we can also have people of excellence here also. We have got a very good opportunity to utilise our human resources fully. I have already requested that the fishermen should be totally involved in this. Similarly, this University should have the curriculum which is now given in the specific clause 5 (xxii) which says, "to set up curriculum development centres for different subjects."

In this, I would like to stress that we have to make the industries participate. The service industry should also have a say in what type of people, what type of skill is to be developed, whether it is for the Indian Navy or for the merchant navy or for any other purpose of the service industry. We have to involve them, discuss with them the fixing up of the curriculum. These are the things that we need within a particular period, within six months, within three months or one year or five years. This type of communication between the university and the industry, the service industry is very much needed. We are producing a lot of graduates and they do not know where to go for jobs because they have not been equipped on the basis of the demand in the global market. We can very easily see how our pilots are being trained. We have very few qualified pilots. But the private sector is charging a huge money, to the extent of Rs.20 lakhs to Rs.50 lakhs, for training a pilot. The demand for pilots is huge and the moment they qualify they are absorbed at a salary of one-and-a-half to two lakh rupees. If that is the demand, then, the Government should come forward to train pilots and make them available to the market. But the private sector is occupying this field at the moment. Boys from poor families living in villages, who want to become pilots, cannot come up because the charges are quite high. Therefore, we have to see to it that ordinary people like the fishermen's sons and daughters, are also provided proper education in universities with all facilities and not asked to pay huge sums of money for becoming Masters in Shipping. Government must think of their future also. Clause 7 talks specifically about that. The University is open to all classes, castes and creeds and reservation has been made to serve educational interests of women, physically handicapped and persons belonging to the weaker sections of the society, particularly, the Scheduled Castes and the Scheduled Tribes. Therefore, the Government is very much interested in seeing to it that these people get into these universities.

Regarding national waterways, I would like to make only one point that we have a great wealth of flood waters. Floods in the Kosi and Brahmaputra bring sorrow to the people of India. But it is a great wealth for us. If we have this system of national waterways everywhere, and if we utilise and channelise these waters properly, this can help us for navigation and agricultural purposes; it would help us generate electricity as well. If all the three can be combined in the national waterways, then we need not worry about flood's at all. We spend huge sums of money every year but nothing comes of it. Similarly, for disaster management, we are spending huge sums of money, but it is not an investment; it is only a waste of money. Therefore, the Government should come forward when we are making these waterways in Andhra Pradesh and Tamil Nadu and properly utilise by these two

Bills. If the two Bills are enacted and the provisions implemented, there would be good navigation from Kakinada to Chennai. Goods manufactured at various places could be easily transported through such a system. If the same system were to be introduced throughout the country, fuel would be saved and the whole of India could be linked through waterways, just as it is linked by the Railways.

With these words, I support all the three Bills and say that this is a vision for the future, which needs to be implemented wholeheartedly, on a war footing.

SHRI MATILAL SARKAR (Tripura): Hon. Vice-Chairman, Sir, I support the Bill. At the same time, I place some of my observations. Sir, the Bill seeks to establish the Indian Maritime University at Chennai with campuses at Mumbai, Kolkatta, Visakhapatnam and such other places within the jurisdiction of IMU. Sir, in the Statement of Objects and Reasons, the hon. Minister has emphasised that India is one of the largest maritime countries in the world. It has a strong, dedicated, efficient and reliable reservoirs of officers of the Merchant Navy in the country. He has also added that seafarers are on the increase day-by-day and to cope up with this he has sought this Bill to be passed here.

[MR. DEPUTY CHAIRMAN in the Chair.]

Sir, I am to add to this Statement of Objects and Reasons one thing that there is huge potential of growth of maritime sector in the country. We have long coastal areas in the country, and we have so many youths who can be made experts in the sector if we take care of them in the right earnest. Sir, so far we have seen some quantitative changes in this sector, it is a universal truth that quantitative changes lead to qualitative changes, and that is why now the need for establishment of a university has come up. Sir, so long, we have seen that there are some prestigious institutions in our country like MERI, Kolkatta, MERI, Mumbai, Lal Bahadur Shastri College, Mumbai, Training Ship Chanakya Navy, Mumbai, National Institute of Port Management, Kolkatta and like this. As the seafarers are on the rapid increase, India's share in the world maritime manpower fleet is only 6 per cent. It has to be reached up to 20 per cent, and it will be running short of 27,000 officers by 2015. All these factors have to be accommodated and have to be met with. Because of the failure of the Government sector to come up to the expectations, the private sector has entered into the area and, as many as, 122 training institutions have copped up. That is why the growth has brought about some problems. The problem is that non-uniform development has taken place. We have witnessed a lot of diversities – diversity in respect of courses of study, differences in respect of maintenance of standards and inadequacy of covering the whole area for necessary purposes. Another thing is that when the private institutes crop up, poor students, maybe brilliant, would not get admission in those institutes.

These private institutes would be charging high admission fees and donation in the name of other charges. So, just being brilliant will not help the students from ordinary families. They will not be able to take the benefit of this opportunity. That is why, all these factors, put together, have made the background for establishment of the University. Sir, it is a happy occasion that we are going to pass a Bill to have a University in the maritime sector at Chennai. Chennai, Kolkata, Mumbai and Delhi are the prestigious cities of our country. They are prestigious not because of their size or population, but because of the heritage, because of the tradition which is working behind their

development. We are happy that we are having the first university at Chennai. But, the Central Government should see what is the reality in this sector. The reality is that MERI of Kolkata has produced a number of efficient engineers and technicians who are working not only within the country but also around the world and have shown their excellence in this field. This is the background of MERI in Kolkata. Fifty-seven per cent of area of MERI still remains unutilised and it is quite fit for providing scope for another university. Similar is the case for Mumbai also. We have seen that China has as many as six marine universities. So, our Standing Committee has recommended that we should have, at least, five universities. So, I would urge upon the hon. Minister to take the recommendations of the Standing Committee in the right spirit and should take action to set up five universities in the country at Kolkata, Chennai, Mumbai, Vishakapatnam and Cochin. My submission is that every university should have specialisation in one particular discipline. Some university may have specialisation in management; some may have specialisation in oceanology and its allied matters; in some university, there may be cross-section of technology of ships, etc. If we think on these lines, then, more and more knowledge and excellence will be explored in this field. At present, expansion of knowledge is taking place in the fields of science and technology, information technology, computers. And, wherever these technologies are used more and more, we see that the whole situation gets changed. So, if we think on these lines that we shall have university in a particular area, which will help to get it enriched, and knowledge will be explored, we can attain excellence to compete with other countries in that area.

So, I urge upon the hon. Minister to kindly take note of it and provide scope for establishing many more universities in this field.

Sir, our scientists are taking lead in space technology. Our spacecraft is moving towards the moon, it is expected that our spacecraft will move to other planets also. When our scientists can take lead in space technology, why not in marine technology? This depends on the policy of the Government. If we focus our attention on it, if we move in that direction, if we improve in that area, then soon a day will come when our marine engineers will have expertise in the field, and take lead the world over.

I think that the hon. Minister will concentrate on these areas and will come to the House. Of course, my term will be over and I do not know what will happen. But the Government will be there, whichever it may be. My earnest request is that we should have five universities having expertise in five disciplines, five areas. We shall reach the top place in matters of excellence in this field. With these words, I conclude. Thank you.

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, it is a fact that shipping has a major role in the development of India's economy. When we are proud that our export trade is scaling high, it should also not be forgotten that the major credit goes to the port sector because 95 per cent of the export trade is being handled by it. Sir, major credit in that also goes to our seafarers, as our hon. Minister pointed out here, for their excellent abilities. There is a worldwide demand for them because of the quality of education and training they have acquired in our country.

Sir, the hon. Minister has also pointed out that there is a worldwide development in the shipping sector, and it becomes imperative for our country that we should equip ourselves or prepare

ourselves to face the stiff competition. And for that, we have to make available high standards of infrastructure and upgraded training capacities and capabilities.

As my colleague also pointed out, we have a vital role in meeting global shortage in the coming years, and, to ensure that, there is a need to develop the manpower in new dimensions. Sir, considering all the above facts, and to ensure a uniform standard in the existing academic institutions, the Government's move to set up a maritime university is a welcome one.

The hon. Minister has pointed out that the Bill, which was introduced in the Lok Sabha, when referred to the Standing Committee, came out with certain recommendations and most of them have been accepted.

Sir, only one thing I would like to mention here is that there are 51 maritime universities across the world. And if my colleague is right in pointing it out, China has six universities and its coastline is only 4,345 km long. And India's coastline is 7,545 km long. We have got 125 training institutions. As far as my knowledge goes, China has got only two universities. He has said that it has got six. I dont know which is right. I am told it is true. But, at least, at this point of time, we have come to a decision on setting up a Central University, which will be an umbrella for all the existing institutions, and there will be a uniform standard of teaching everywhere. It is coming up in Chennai especially for the reason that when 300 acres of land were required for that University, they were immediately acquired just at a cost of Re.1. Moreover, the excellent water body and the sea-front which can be used for sports and training, and the congenial atmosphere also prompted the Government to establish the University in Chennai. This University, I think, will provide immediate jobs to 2,000 people directly and to 5,000 people, indirectly. It will also provide skilled and quality manpower for standardising all training institutions.

Sir, I don't want to make a long, detailed speech on this. It is known to one and all, and my colleagues have already pointed out many things. This adds one more feather to the achievements cap of the UPA Government. Ever since it came to power, it has brought in so many reforms and achieved so many things. The establishment of a Central University, namely, the Indian Maritime University, will increase the marine capacity of India and the future trainees from here, who are qualified, would pose a good competition in the world arena, and our marine power and everything would prove itself. I congratulate the Minister for having brought this Bill and I wholeheartedly support this Bill. Thank you.

श्री रुद्रनारायण पाणि (उड़ीसा): उपसभापति महोदय, अभी हमारे वरिष्ठ सहयोगी, श्री बलवंत आपटे जी मेरिटाइम यूनिवर्सिटी पर बोल रहे थे। उन्होंने अपने भाषण में बताया कि उनके जीवन में, 40 साल पहले, अखिल भारतीय विद्यार्थी परिषद् के समय से ही इस मेरिटाइम यूनिवर्सिटी की उनकी कल्पना थी। मै एक प्रकार से उनका कनिष्ठ सहयोगी हूं। महोदय, बाकी जो दो बिल हैं - 92(सी), 93(सी), ये बिल 2006 के हैं। ये बिल कल ही लोक सभा में पारित हो गये। ये दो बिल जो National Waterways के लिए है, इसमें दो National Waterways हमारे उड़ीसा को दिए गए हैं और एक National Waterways पुडुचेरी और काकीनाड़ा से संबंधित है। ये बिल दो-तीन साल से पास होने के लिए लटके पड़े थे। मैं समझता हूं कि हमारे साथी श्री नारायणसामी जी ने मंत्री बनने के बाद इनको जल्दी पारित कराने के लिए शायद कुछ काम किया होगा, इसीलिए संसद के इसी सत्र के दौरान यह बिल पारित होने जा रहा है। चंद मिनटों बाद National Waterways के ये दो बिल भी पारित हो जाएंगे।

महोदय, यह कार्तिक का महीना चल रहा है और हमारे उड़ीसा में "बाली यात्रा" कार्तिक की पूर्णिमा के दिन ही होगी। जब पूर्णमासी आएगी, जो कि 13 नवम्बर को आती है, हम लोग "बाली यात्रा" मनाएंगे। हमारा पुराने समय का जो इतिहास है, उसके अनुसार हमारे लोग महानदी से पोत में यात्रा करते हुए – समुद्र में यात्रा करके – जावा-सुमात्रा और इंडोनेशिया तक जाते थे। Waterways की संकल्पना उड़ीसा के लिए बहुत पुरानी है और संयोग से यह बिल कार्तिक के महीने में ही पारित होने जा रहा है। आज तो यह सरकार कुछ क्रेडिट लेने की अवश्य कोशिश करेगी, लेकिन महोदय, मैं जानता हूं कि तालचर और धामरा – ब्राह्मणी नदी पर National Waterways की यह कल्पना जो साकार होने जा रही है, वर्ष 1998 में जब माननीय श्री अटल बिहारी वाजपेयी देश के प्रधानमंत्री बने, उस समय तालचर से लोक सभा के एक मेम्बर चुनकर आये थे – डा. देवेन्द्र प्रधान, ये भी NDA में बालू साहब के सहयोगी थे और Surface Transport मंत्रालय में मंत्री थे, उनका भी यह सपना था, उनकी भी यह कल्पना थी कि तालचर से लेकर धामरा तक एक National waterways का काम हो जाए और चारवाटिया से महानदी की धारा में पारादीप पोर्ट तक national waterways का काम आज इस बिल के माध्यम से उड़ीसा को दिया जा रहा है। मैं आपके माध्यम से सरकार को इसके लिए धन्यवाद अवश्य दूंगा, क्योंकि अच्छा काम जो होता है, हम अगर positively विचार करते हैं तो धन्यवाद दिया जाना चाहिए। वैसे, बालू जी भी NDA के जमाने में शायद वही विभाग देखते थे। अब राजनीति में मामला इधर-उधर होता रहता है, किन्तु देश के विकास के लिए सबको एक ज्वाइंट सोच, मिली-जुली सोच लेकर काम करना चाहिए।

महोदय, इस national waterways से इतना बढ़िया होगा कि आज जो पर्यावरण का मामला है, pollution का मामला है, इससे हमको रक्षा मिल सकती है, क्योंकि highways में जिस प्रकार से आज traffic की problem हो रही है, इससे बचने के लिए waterways का विकास अवश्य किया जाना चाहिए। NDA के समय के श्री अटल जी के सपने का मैं स्मरण करूंगा कि national waterways अधिक से अधिक हों, राष्ट्रीय जल पथ अधिक से अधिक हों। इस विधेयक पर बोलने वाले दूसरे वक्ता भी इस बारे में बोले हैं। मेरा यह कहना है कि श्री अटल जी का जो सपना था river linking का, नदियों के संयुक्तिकरण का, अगर नदियों का संयुक्तिकरण किया जाता है तो national waterways का विकास उसमें भी किया जा सकता है, क्योंकि पानी के संरक्षण की आवश्यकता तो है। हम सुनते है और ऐसी आशंका जताई जाती है कि अगला या तीसरा महासमर पानी के लिए होगा। इसलिए, कंज़रवेशन ऑफ वाटर, नदियों का विकास होना चाहिए। अभी हम कहते हैं कि PSLV से successfully चन्द्रयान गया है और कल पत्रकार कह रहे थे कि चन्द्रमा पर शायद पानी का आविष्कार हो जाएगा। पानी के संरक्षण के लिए अगर हम सोचते हैं तो यह सही बात है। यदि नदियों का विकास होगा तो waterways का विकास भी अपने आप होगा। श्री अटल जी का जो सपना था river linking का, मैं सभी दलों के अपने साथियों से विनम्रता से निवेदन करता हूं कि इस पर कोई राजनीतिक सोच-विचार भी नहीं होना चाहिए। वैसे तो श्री अटल जी Statesman बन गए हैं, अटल जी के श्रेय को, अटल जी का विशाल हृदय था, आप भी इसको इस्तेमाल कर सकते हैं, करते भी हैं।

महोदय, हम राज्यों से आते है। आज सुबह प्रश्नकाल में भी रेलवे के प्रश्नों पर हम लड़े। आप यह सोचते होंगे कि शायद व्यक्तिगत हित में मैं ज्यादा चिल्लाता हूं। महोदय, यह राज्य सभा है, अगर हम राज्यों के प्रश्न यहां नही करेंगे, राज्यों के लाभ के लिए यहां नही कहेंगे तो और कहां कहेंगे? आप शायद व्यक्तिगत रूप में भी सोचते होंगे कि मैं कुछ कह देता हूं, किन्तु आप जब आसन पर बैठते हैं, आप मुझको कितनी भी बात कहते हैं, लेकिन मेरे द्वारा राज्य का मुद्दा उठाते समय जब आप मुस्करा देते हैं तो मैं समझता हूं कि मेरे राज्य के विकास के लिए आपके मन में बहुत लम्बा-चौड़ा स्थान है और आप मेरे राज्य को कुछ न कुछ देने के लिए अवश्य प्रबंध कर रहे हैं, ऐसा मुझे विचार आता है।

महोदय, मैं कह रहा था कि लालू जी से तो हमें कुछ उम्मीद नहीं है, लेकिन बालू जी से हमको उम्मीद है।

अब पता नहीं किस राजनीति के कारण लालू जी हमें कुछ देते नहीं हैं ...(**व्यवधान**)... रेलवे में हम कितना चिल्लाते हैं, लेकिन नहीं मिलता है। संयोग से highways और waterways के मंत्री बालू जी हैं, तो बालू जी से हमें उम्मीद है और हमको दो-दो waterways इन्होंने दे दिए। मैं एक निवेदन आपके माध्यम से अपने Highways मंत्री महोदय को करूंगा कि हमारा राज्य भले ही एक गरीब राज्य है, आज के समय में उड़ीसा एक गरीब राज्य है। किन्तु राष्ट्रीय मुख्य धारा में आने के लिए, उड़ीसा में बहुत पोटेंशियल है। आप अगर उड़ीसा की ओर ध्यान देंगे, तो उड़ीसा से इतनी ऊर्जा मिलेगी कि देश के GDP से लेकर बहुत कुछ विकास हो सकता है। आज उड़ीसा नक्सलवादियों के साथ जूझ रहा है, नक्सलवादी कहां से आते हैं, यह एक लंबी डिबेट हो सकती है, लेकिन आज उड़ीसा नक्सलवादियों के साथ जूझ रहा है। रांची-विजयवाड़ा के नेशनल हाइवे के बारे में आपने सोचा है, वह हाइवे उड़ीसा होकर जाता है। आप उस नेशनल हाइवे के लिए ज्यादा से ज्यादा पैसा देकर, उस राज्य का विकास करते हुए, राष्ट्र के विकास की ओर ध्यान देंगे, ऐसी मुझे आशा है। इस विधेयक का समर्थन करते समय, इस मौके का लाभ उठाकर मैंने अपने राज्य के लिए यह मांग की है और माननीय उपसभापति जी, आपने मुझे बोलने का मौका दिया, इसके लिए मैं आपको धन्यवाद देता हूं।

SHRI RAMA CHANDRA KHUNTIA (Orissa): Mr. Deputy Chairman, Sir, today, three Bills have been brought in by the hon. Minister for consideration and passing by this House. The first is the Indian Maritime University Bill, 2008; then, the National Waterway (Talcher-Dharma Stretch of Rivers Geonkhali-Charbatia Stretch of East Coast Canal, Charbatia-Dharma Stretch of Matai River and Mahanadi Delta Rivers) Bill, 2008; and, the National Waterway (Kakinada-Puducherry Stretch of Canals and the Kaluvelly Tank, Bhadrachalam-Rajamundry Stretch of River Godavari and Wazirabad-Vijayawada Stretch of River Krishna) Bill, 2008. I support all the three Bills.

I would like to say that the effort of the Government, in bringing in the Indian Maritime University Bill, definitely, needs to be praised. I should say that till today India has failed to fully exploit the water resources and ocean resources. We have to go a long way to exploit the ocean resources and water resources. For that, we want skilled, educated personnel. And, the setting up of Maritime University is, definitely, an effort of the Government towards achieving that objective. I also want to say here, as some other hon. Members have mentioned, that in other countries, there are quite a number of such universities. In our country, we have more than 7,500 kms. of coastline. Having the first University at Chennai is quite okay. We all support it strongly. But the Government can go further either by opening colleges in all the coastal States, where this maritime education can be given, or, they can have more universities in other States like Orissa, West Bengal, Andhra Pradesh, Maharashtra, Gujarat, Karnataka and even Goa so that more people can be involved and more young people will get an opportunity to get educated in this field. Sir, I whole-heartedly support this Bill.

As regards the National Waterway Bills, Talcher-Dhamra Stretch and Kakinada-Puducherry Stretch, I must congratulate the UPA Government and the hon. Minister on this innovative idea of using our waterways. As has been mentioned by other hon. Members, a lot of people have thought about this; they have been dreaming about it. But if you do not practically do anything, then, a dream alone cannot bring anything positive, neither to the country nor to the person dreaming of it. I think that was not the dream of one person, but it was the dream of many persons, including the leaders

of various parties. But it is a reality now. In fact, nothing prevented the NDA Government from bringing in this Bill. They could have also brought it. But they could not achieve it. I appreciate the UPA Government and particularly the hon. Minister for bringing forward this Bill. I am especially happy because I belong to this area of the Talcher-Dhamra stretch of Brahmani-Kharsua-Dharma rivers and the Charbatia Stretch. As Shri Pany has said, this is not new for Orissa or Kalinga. People from Orissa, which was known as Kalinga in the past, used to go for trade to Java, Sumatra, earlier known as Indonesia, Malaysia, Phillipines and Singapore. According to history, this business community which was going to these countries for trade had established their kingdom in Java, Sumatra and Philippines from 600 BC to 1400 BC, for 800 years. The history also says that even today, in Philippines there is a State known as Kalinga. The great industrial house known as Kedia also comes from Kalinga. That is the history. Till today, we celebrate Kartik Purnima as a great day. Every year, on this Kartik Purnima, one boat from Orissa goes to Indonesia and, similarly, Indonesia sends a boat to Orissa. That is the history. So, I am very happy that this is being declared as a national waterway. This will not only help merchant navy but, since there will be dredging involved as a result of which we will be in a better position to control the flood waters. These waterways could be used for tourism purposes also. This is an innovative idea. I strongly support it. I know there is a shortage of time, although I was interested in speaking more.

Once again, I support all these three Bills and expect the Government will also take interest in the implementation of the law after it is passed by the Parliament.

SHRI T. R. BAALU: Sir, first of all, I have to thank you and all the hon. Members who have participated in deliberations on all these three Bills taken together. I have to thank everybody individually for participating in the deliberations which will be highly useful for my usage in future.

Sir, first of all, I want to say something about the Indian Maritime University Bill. Sir, India is one of the largest maritime countries in the world. At the same time, our officers and ratings have got the highest reputation in the world market. Almost 27000 officers and 55,000 ratings are working under various flags, Indian flags as well as other countries' flags. There is a lot of demand for Indian officers. In 1991, a committee was set up. That committee had undertaken an in-depth study and that study had emphasised the need to establish a maritime university, to upgrade our capabilities, to see to it that our capacity is extended to the required level. That is why, Sir, after I took charge of this Ministry as part of the UPA, I wanted to know how best we could see to it that a particular university was established. I went into the study report. The first requirement is the availability of resources, including land.

Sir, money can be provided; faculty can be provided. But, the Government cannot provide the land. The Central Government has to approach the State Governments for getting the land. If the organisation has got its own land, then, there is no problem.

Sir, the first thing which I wanted to do was to establish it either at Kolkata or at Mumbai, may be at the site of MERI, Kolkata or MERI, Mumbai. Sir, how much land was available there? It was 30 acres or 35 acres. I can only talk to my friends. I have talked to my friends; I have talked to my colleagues, the Members of Parliament, and that was not possible. In fact, I enquired from the hon.

Agriculture Minister about the availability of land in Mumbai. He said 'no, 100 acres of land was not available there'. The same thing I enquired from my West Bengal friends. They said that 35 acres was available there. Through my Ministry also, I enquired about it. I sent my officers there to have a spot study. But, nothing came out. The land was not available. Sir, what has happened in China is this. There are two universities, namely, Dalian University and Shanghai University. What is the extent of land available with the Shanghai University? It is the biggest university there. The Shanghai University has been established on 133 hectares, that means, 332 acres of land. I wanted to establish a world-class maritime university in India, not in Chennai. I wanted to establish it elsewhere, in any of the States. The prime enabling provision was to have adequate land for the university. Sir, the land was available in Chennai. Moreover, the National Maritime Academy, NMA, is situated there. Not only that, there are 27 training centres. ...*(Interruptions)*... It is available as of now. Sir, that is why that particular area was chosen.

Sir, while piloting the Bill, people heckled me as to why I put it at Chennai. I cannot just make x-axis or y-axis. I cannot give any GPS to each and every Member of Parliament to find out the latitude or the longitude of a particular place. I can only say that it is an umbrella provision. It is a standalone provision. My friend who has taken much care to study it is here. He has gone through the length and breadth of India, and taken a lot of pain and had discussions with all the stakeholders. Finally, he has made 44 recommendations. But, I could only accommodate 24. The other recommendations were not accommodated. I am very sorry to say this. I was not allowed to do it: The highest authority, the Cabinet, has decided to accept 24 recommendations only. Kindly don't blame me alone. If at all you want to blame. ...*(Interruptions)*...

SHRI SITARAM YECHURY (West Bengal): Sir, when we blame you, we mean the Cabinet. ...*(Interruptions)*...

SHRI T.R. BAALU: Sir, since all my friends, especially my friends from West Bengal are envious of me. I don't know why they are envying me. I am a small creature. I am a very, very small man. I am not competent enough even to discuss some of the most important things. I am a very small man. Basically, I am a farmer, Sir, that too, with the lowest status. I don't know why my friends are very much envying.

SHRI SITARAM YECHURY: Not, you, Sir. ...*(Interruptions)*...

SHRI T.R. BAALU: I don't want to say anything here which had happened in the other House some two-three years ago. I have already forgotten it. But, at the same time, the real thing is, hon. Yechury Saheb is my old friend from 1986 onwards. My learned leader, late Murasoli Maran, introduced me to Shri Yechury. At that point of time, he said that he was my very close friend. Be friendly with him. That is why I am always friendly with him.

SHRI SITARAM YECHURY: Not because you want to be friendly, but because somebody told you to be friendly!

SHRI T. R. BAALU: I am friendly with him even now. I can prevail upon one note. It is an official note. He says, "Excellent campus facilities and work surely will be the nucleus for the IMU. Congratulations. Yechury". He has signed. What does it mean?

SHRI SITARAM YECHURY: No, no I am not disputing that.

SHRI T. R. BAALU: Nucleus means a beginning plus something that is going to be added. That is what he has written in the visitor's book of NMA, National Maritime Academy, which is existing in Chennai. It has got 300 acres of land. That is why things are happening like this.

SHRI SITARAM YECHURY: Sir, I am not disputing what I wrote. In fact I am also grateful to the Minister that he has taken it in a positive sense. 'Nucleus' means, as I said correctly, it should expand, and what we are saying is, given the maritime status in the country, the needs in our country, the requirements in the country and our ambition to be a major player in the world, we require more than one university. We are saying, 'you are beginning here' but you begin from here and go ahead and all the other centres you develop as centres of excellence.

SHRI T. R. BAALU: That is what I want to do. Establishing a National Maritime University in Chennai is not the end of it. We are going to start more. We have to gain experience. That is why we are having a campus everywhere. If the campuses are over-flown, at that point of time, by experience, definitely we can go for it. It is only a beginning. In this context the subject matter is over. Let us go to the next one. For time immemorial, Sir, the inland waterway transport has served us the most economical and cheapest waterway; that is why people want to sail along the rivers. Throughout the world, we can see, Rhine has got a better waterways transport system, Volga has got it, Nile and Thames have got it, and so many rivers throughout the world. They develop the waterways transport like anything, and, there, it is a luxury to sail along the river. But, here with the advent of faster movement by means of transport like air, rail and road transport, this particular sector has been neglected. From 1985 onwards, it has been neglected. For the past 23 years it was neglected. So, that is why the UPA Government has come forward to see that this particular sector is developed. For that matter, an enabling situation has to be created. We have to provide roads. Then only system can run over that. That is why waterway has to be established. There were three National waterways previously, Ganga, Brahmaputra, Kollam-Kottappuram and so on. Now, we are declaring four and five. What are the four and five? Four and five are Talcher-Dhamra stretch of rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai river and Mahanadi delta rivers, and also National Waterways of Buckingham canal. You know what is Buckingham canal. Buckingham canal just begins at AP, Yechuryji's State, and ends as Narayanasamy's State and in between, my State is there! That is all.

SHRI SITARAM YECHURY: So, there is a conflict between the States. I am the Chairman of the Standing Committee; he is the Minister and he is the Minister of Parliamentary Affairs where the river joins. ...*(Interruptions)*...

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI V. NARAYANASAMY): It is not a conflict of rivers, but it is for the benefit of the people.

SHRI SITARAM YECHURY: Government interprets in a positive way.

SHRI T. R. BAALU: Because of paucity of time, I want to conclude. I cannot say that for the past 23 years nothing has happened, but, at the same time, ever since UPA took over this

Department, I want to tell the august House what has been our attitude and what has been the development. I have to inform to this august House the UPA Government's achievements during 2004-08 are:

The revised action plan for making the existing 3 National Waterways fully operational by 2010 at a cost of Rs. 961.64 crores prepared.

Investment of approximately Rs. 415 crores has been made from 2004 to 2008.

Seven terminals on NW-3 (Rs. 10.32 crores) commissioned.

Low-level jetty of a new fixed terminal capable of handling containers constructed at Patna on NW-1 and high-level jetty at Patna sanctioned.

Low-level jetty at Pandu, Guwahati, on NW-2 nearing completion and high-level jetty at Pandu, Guwahati, on NW-2 under construction, along with container handling cranes. To facilitate mechanical handling at various floating terminals, floating cranes and shore cranes have been provided.

Night navigation facilities installed in about 364 km in NW-1, 255 km in NW-2 and 100 km in NW-3 *i.e.,* in Kerala.

Project for providing state-of-the-art 24 hour navigational aids on the three NWs sanctioned and under implementation.

Acquisition of 6 cutter suction dredgers, 6 work boats and 6 accommodation boats for carrying out dredging operations in NW-1 and NW-2 sanctioned and orders placed for their construction. And

Approval for setting up of 6 joint venture projects given.

Sir, this is the performance of the UPA Government during the last four years. The neglected area is being attended by the UPA Government.

So, looking at all these things, I request the hon. House to kindly support all the three Bills. Thank you.

THE DEPUTY CHAIRMAN: Now, we shall take up consideration of each Bill separately. First, we shall take up the Indian Maritime University Bill, 2008. Now, the question is:

"That a Bill to establish and incorporate a teaching and affiliating University at the national level to facilitate and promote maritime studies and research and to achieve excellence in areas of marine science and technology, marine environment and other related fields, and to provide for matter connected therewith or incidental thereto as passed by Lok Sabha be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: Now, we shall take up Clause-by-Clause consideration of the Bill.

Clauses 2-50 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI T.R. BAALU: Sir, I beg to move:

"That the Bill be passed."

The question was put and the motion was adopted.

THE DEPUTY CHAIRMAN: Now, we shall take up The National Waterway (Talcher-Dhamra Stretch of Rivers Geonkhali-Charbatia Stretch of East Coast Canal, Charbatia-Dhamra Stretch of Mattai River and Mahanadi Delta Rivers) Bill, 2008. The question is:

"That the National Waterway (Talcher-Dhamra Stretch of Rivers Geonkhali-Charbatia Stretch of East Coast Canal, Charbatia-Dhamra Stretch of Mattai River and Mahanadi Delta Rivers) Bill, 2008, be taken into consideration".

The motion was adopted.

THE DEPUTY CHAIRMAN: Now, we shall take up Clause-by-Clause consideration of the Bill.

Clauses 2-3 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI T.R. BAALU: Sir, I beg to move:

"That the Bill be passed."

The question was put and the motion was adopted.

THE DEPUTY CHAIRMAN: Now, we shall take up the National Waterway (Kakinada-Puducherry Stretch of Canals and the Kaluvelly Tannk, Bhadrachalam-Rajahmundry Stretch of River Godavari and Wazirabad-Vijayawada Stretch of River Krishna) Bill, 2008. The question is:

"That the National Waterway (Kakinada-Puducherry Stretch of Canals and the Kaluvelly Tannk, Bhadrachalam-Rajahmundry Stretch of River Godavari and Wazirabad-Vijayawada Stretch of River Krishna) Bill, 2008, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: Now, we shall take up Clause-by-Clause consideration of the Bill.

Clauses 2-3 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI T.R. BAALU: Sir, I beg to move:

"That the Bill be passed."

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: We will now take up Bills for Introduction. Shri V. Narayanasamy.

The Legal Metrology Bill, 2008

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI V. NARAYANASAMY): Sir, on behalf of my colleague, Shri Sharad Pawar, I beg to move for leave to introduce a Bill to establish and